

26<sup>TH</sup> TRIENNIAL CONCLAVE

AUG. 27-30 1895

“On to Boston”

PILGRIMAGE OF  
ST BERNARD COMMANDERY №35 K.T.  
CHICAGO

OFFICERS OF  
St. Bernard Commandery, No. 35, K. T.  
FOR THE YEAR 1895

EM. SIR ADAM HENRY JOHNSTON, *Commander*

SIR THOMAS LINCOLN MILLER, *Generalissimo*

SIR FRANKLIN BENJAMIN BORT, *Captain General*

SIR FREDERIC MASON RAMSAY, *Prelate*

SIR RAYMOND LOCKWOOD LEONARD, *Senior Warden*

SIR FRANK REA SHERRARD, *Junior Warden*

SIR THOMAS EATON MILLER, *Treasurer*

EM. SIR GEORGE LOUGH WARD, *Recorder*

SIR HENRY JUNIOR KIRK, *Standard Bearer*

SIR WALLACE BLANCHARD, *Sword Bearer*

SIR EDWARD EMIL RATH, *Warder*

SIR EMIL CARL MAXIMILLIAN APPELT, *Third Guard*

SIR CHARLES HENRY BRIOT, *Second Guard*

SIR WILLIAM FREMONT HOIG, *First Guard*

SIR SAMUEL MORGAN RICHARDSON, *Sentinel*

Triennial Committee

EM. SIR WILLIAM JOHNSTON, *Chairman*

EM. SIR GEORGE LOUGH WARD, *Secretary*

EM. SIR ADAM HENRY JOHNSTON

SIR THOMAS EATON MILLER

EM. SIR HOLMAN GREENE PURINTON

SIR GEORGE WEIDIG

EM. SIR FRANK CURTIS ROUNDY

SIR THOMAS LINCOLN MILLER

VERY EM. SIR GEORGE MAYHEW MOULTON

TIME TABLE  
OF  
**St. Bernard Special Train**

CHICAGO TO BOSTON

LEAVE CHICAGO . . . . . 10:00 p. m. Friday, August 23d (Chicago & Grand Trunk Railway).  
ARRIVE TORONTO . . . . . 2:00 p. m. Saturday, August 24th.  
LEAVE TORONTO . . . . . 6:00 p. m. Saturday, August 24th (Grand Trunk Railway).  
ARRIVE KINGSTON WHARF 1:00 a. m. Sunday, August 25th.  
LEAVE KINGSTON WHARF 4:00 a. m. Sunday, August 25th (Richelieu & Ontario Navigation Co's Steamer).  
ARRIVE MONTREAL . . . . . 5:00 p. m. Sunday, August 25th.

NOTE—Members of the party who prefer to continue the journey on the train, in place of steamer down the St. Lawrence, will arrive in Montreal about noon Sunday.

LEAVE MONTREAL . . . . . 7:00 p. m. Sunday, August 25th (Grand Trunk Railway).  
ARRIVE PORTLAND . . . . . 7:00 a. m. Monday, August 26th.  
LEAVE PORTLAND . . . . . 9:00 a. m. Monday, August 26th (Boston & Portland Steam Packet Co.).  
ARRIVE BOSTON . . . . . 4:30 p. m. Monday, August 26th.

NOTE—Members of the party who prefer to continue the journey on the train, in place of making sea voyage from Portland, will arrive in Boston about noon Monday.

TIME TABLE  
OF  
**St. Bernard Special Train**  
BOSTON TO CHICAGO

LEAVE BOSTON . . . . . 6:00 p. m. Friday, August 30th (Fitchburg Railroad).  
ARRIVE SARATOGA . . . . . 2:00 a. m. Saturday, August 31st.  
LEAVE SARATOGA . . . . . 8:00 a. m. Saturday, August 31st (Delaware & Hudson Railroad).  
ARRIVE CALDWELL . . . . . 9:30 a. m. Saturday, August 31st.  
LEAVE CALDWELL . . . . . 9:30 a. m. Saturday, August 31st (Steamer on Lake George).  
ARRIVE BALDWIN . . . . . 12:50 p. m. Saturday, August 31st.

NOTE—Members of the party who desire to omit steamer trip will continue their journey on special train.

ARRIVE FT. TICONDEROGA 1:20 p. m. Saturday, August 31st.  
LEAVE FT. TICONDEROGA 1:25 p. m. Saturday, August 31st (Steamer on Lake Champlain).  
ARRIVE PLATTSBURGH . . . 7:00 p. m. Saturday, August 31st.

NOTE—Members of the party who desire to omit steamer trip will continue their journey on special train.

LEAVE PLATTSBURGH . . . 7:30 p. m. Saturday, August 31st (Grand Trunk Railway).  
ARRIVE MONTREAL . . . . . 10:00 p. m. Saturday, August 31st.  
LEAVE MONTREAL . . . . . 10:30 p. m. Saturday, August 31st (Grand Trunk Railway).  
ARRIVE CHICAGO . . . . . 10:30 p. m. Sunday, September 1st (Chicago & Grand Trunk Railway).

"There are moments of life that we never forget,  
That brighten and brighten as time steals away,  
They lend a new charm to the happiest lot  
And shine on the gloom of the loneliest day."—*Percival*.

The Twenty-sixth Triennial Conclave of the Grand Encampment of Knights Templar of the United States of America, will be held in Boston, August 27th to 30th, A. D. 1895. St. Bernard Commandery, No. 35, K. T., will have the distinguished honor of escorting Very Eminent Sir George M. Moulton, Grand Senior Warden of the Grand Encampment U. S. A. to this Conclave, and presents to its members the itinerary of the trip as arranged by the Committee appointed by the Commandery for that purpose.

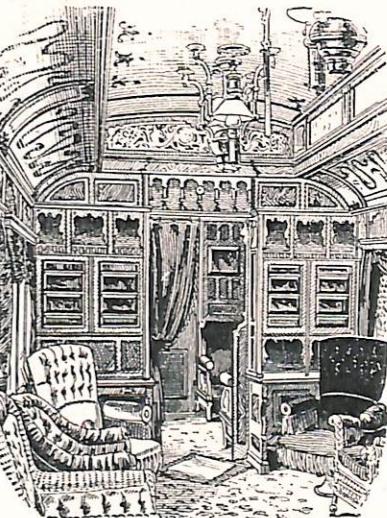


ANDSOME equipment has always been characteristic of the Chicago & Grand Trunk Railway management and the special train which the Company has placed at the disposal of St. Bernard Commandery is one of the finest ever sent out of Chicago. It will consist of two compartment cars, three with twelve sections and drawing room and one with sixteen sections. In addition there will be one combination smoking and baggage car with barber shop, etc., and two of the latest and most improved dining cars. The train will be vestibuled throughout and will undoubtedly be the most magnificent of the many that will be seen in Boston.

Mr. E. H. Hughes of St. Bernard Commandery, the general western passenger agent of the Chicago & Grand Trunk Railway will accompany the train to look out for the comfort of the excursionists.

Promptly at 10:00 o'clock the train will start on its long journey and while the travelers are in the "Land of Nod," Battle Creek, Lansing, the state capital, and other Michigan cities will be passed.

The ever-pleasing cry of "breakfast now ready in the dining car" will be heard soon after leaving Flint, and the inner man having been refreshed, everyone is on the tiptoe of expectancy, for we are approaching the St. Clair tunnel, and the train which has been traveling across the state of Michigan will soon leave the domain of Uncle Sam and enter Canada.

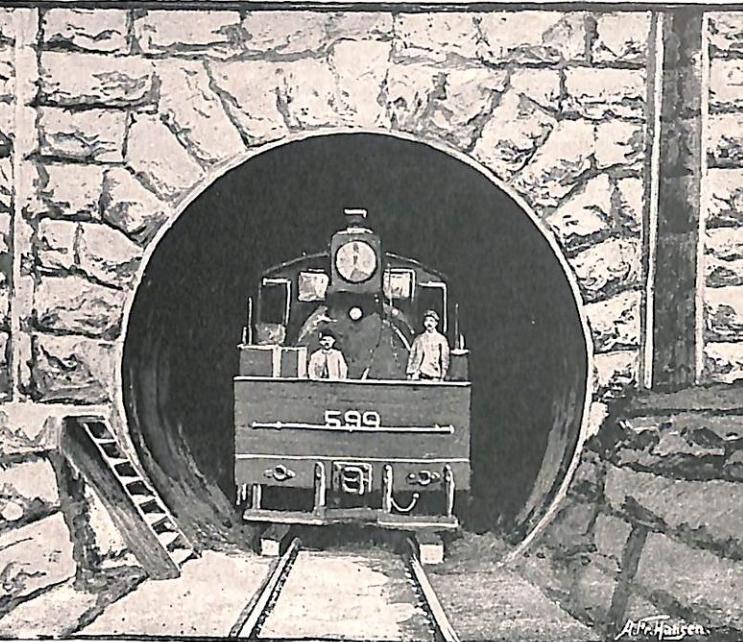


VIEW OF COMPOSITE CAR

**The  
St. Clair  
Tunnel**

The St. Clair tunnel, appropriately termed "the link that binds two great nations," is a marvel of engineering and a lasting tribute to man's indomitable energy in overcoming the forces of nature. Prior to the building of the tunnel, crossing the St. Clair river on the railway ferry was both difficult and dangerous—in winter when the river was choked with ice, in summer owing to the vast number of boats constantly passing up and down. The length of the tunnel proper, which extends under the river bed, is 6,025 feet and of the open portals or approaches 5,603 feet

additional, or more than two miles in all, the longest submarine tunnel in the world. It is a continuous iron tube, nineteen feet ten inches in diameter, firmly bolted together. These sections have an aggregate weight of 56,000,000 pounds. More than three years' labor was



ST. CLAIR TUNNEL

expended on this colossal work and its cost exceeded \$2,700,000. Four thousand (4,000) cars can be moved through the tunnel daily.

Emerging from the tunnel the train speeds onward through Canada, a never-ending panorama of woodland and meadow, with prosperous towns and villages, unfolding itself before the eyes of the tourists.

At 2:00 o'clock Saturday afternoon Toronto is reached and here a stop is made for four hours. While no set program has been arranged for our stay in Toronto, it is safe to say that in examining the many objects of interest of this beautiful city on Lake Ontario, four hours can be most profitably spent.

Leaving Toronto at 6:00 p. m. Saturday, August 24th, the train arrives at Kingston Wharf at 1:00 o'clock Sunday morning, and a few hours afterward the excursionists are awakened to embark on the Richelieu & Ontario Navigation Company's steamer, which is to carry them down the St. Lawrence.

Promptly at 4:00 o'clock the lines are cast off and the powerful steamer is soon headed down the river. Of the glory of the sunrise on this majestic stream, of the matchless beauty of its thousand islands, famed in song and story, so much has been said and written that words are meaningless in attempting to convey an idea of their grandeur.

Journeying down the river, Clayton is the first town of importance passed and after that Alexandria Bay and Brockville.

About five miles below Prescott, which is situated on the Canadian side, the travelers as they look on the river will soon notice that the current gains strength; eddies begin to sweep

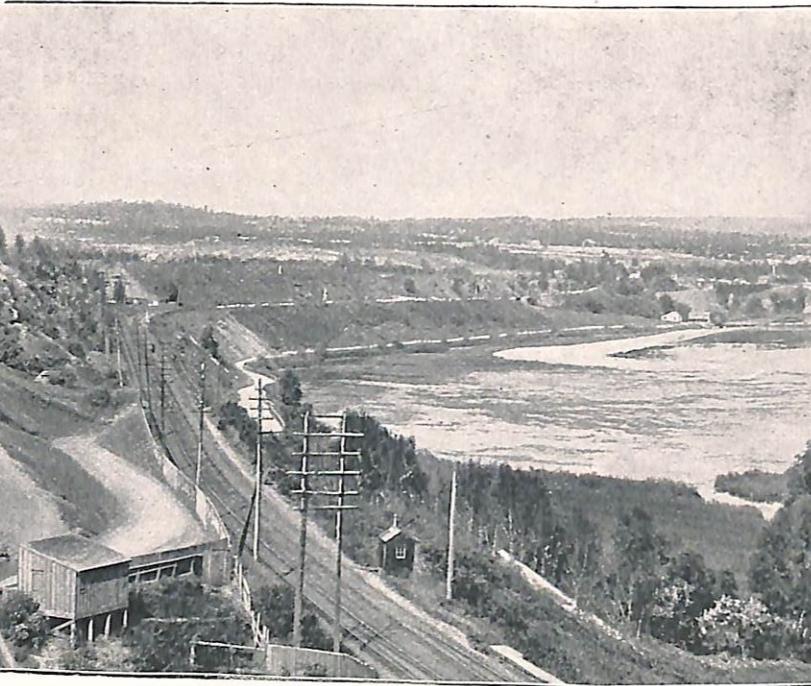
**Toronto**

**Down the  
St. Lawrence**

**Nearing the  
Rapids**

around in wide circles, and the upheaving surges, gently at first, but angrily as they proceed, boil and roar around and beneath the steamer, as she goes faster and faster. The speed of the boat increases. Anxious glances are cast at the grim-visaged man in the pilot house, who looks neither to the right nor left but gazes straight ahead at the wide expanse of waters around. A hush falls on the party. The rapids of the St. Lawrence are before them.

The Long Sault is a continuous rapid of nine miles divided in the center by an island. The steamer after fully entering this rapid rushes along at about thirty miles an hour; steam is shut off and she is carried onward by the force of the current alone. The madly boiling waters present all the appearance of the ocean in a

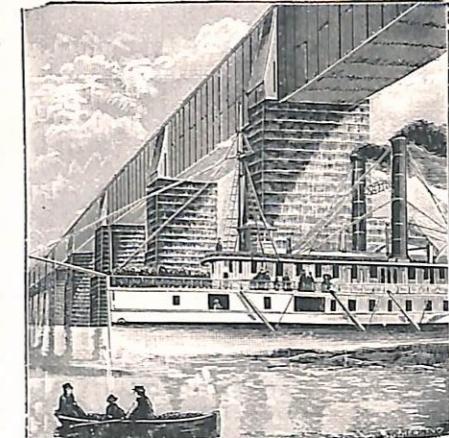


BURLINGTON BAY, HAMILTON, ONTARIO

**Madly  
Boiling  
Waters**

storm, but unlike the ordinary pitching and tossing at sea, this going down hill by water produces a highly novel sensation.

And so the Sabbath day passes, the steamer emerging from one rapid only to encounter another. Lengthening the water, twilight is gathering as the boat enters the last of the rapids. the surging billows flanked straight in the swift current, Providence and man. The Conversation is impossible. tude of the scenes on all with wonder and awe. The view of one of the greatest Victoria Bridge, spanning longest, largest and one of world. Passing this beauti- skill about 5:00 o'clock Sun- cent and world-famed city of Montreal is before us, and the delights and excitement of the river ride are at an end. A stop of two hours affords an opportunity for a stroll around



UNDER VICTORIA BRIDGE

**Lachine  
Rapids**

**Montreal**

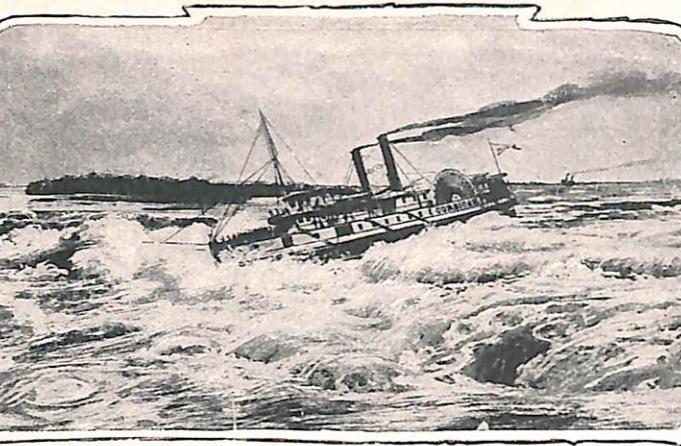
**On the  
Ocean  
Wave**

this famous city, with a passing glimpse of some of its magnificent buildings.

Boarding our special train, which has followed us from Kingston; at 7:00 o'clock adieu is said to Montreal, and while the tired excursionists sleep and dream of the adventures of the day, the train is speeding toward Portland, which is reached at 7:00 o'clock Monday morning. At Portland we find awaiting us the magnificent new steel steamer, New Bay State, of the Boston and Portland Steam Packet

Company. After a short stroll about Portland we go aboard the New Bay State, and at 9:00 o'clock the steamer's head is turned seaward, and in a little while she is tossing upon the broad bosom of the Atlantic. After a pleasant ride of about eight hours, the New Bay State enters Massachusetts Bay. At 4:30 o'clock Monday afternoon the gang plank is run out, and we step ashore at our journey's end — Boston.

**Boston** Of Boston itself volumes might be written, and days could be pleasantly passed examining the many objects of interest with which the city abounds. Its quaint streets, magnificent harbor, the old South Church, Faneuil Hall "the cradle of American Liberty," the Common, Bunker Hill, the superb Back Bay district, its charming suburbs, are all worthy the attention of the

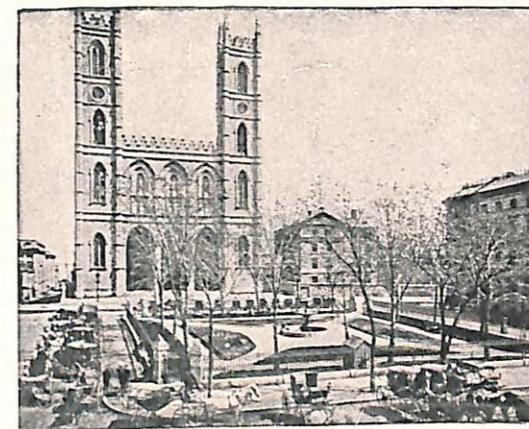


RUNNING LACHINE RAPIDS

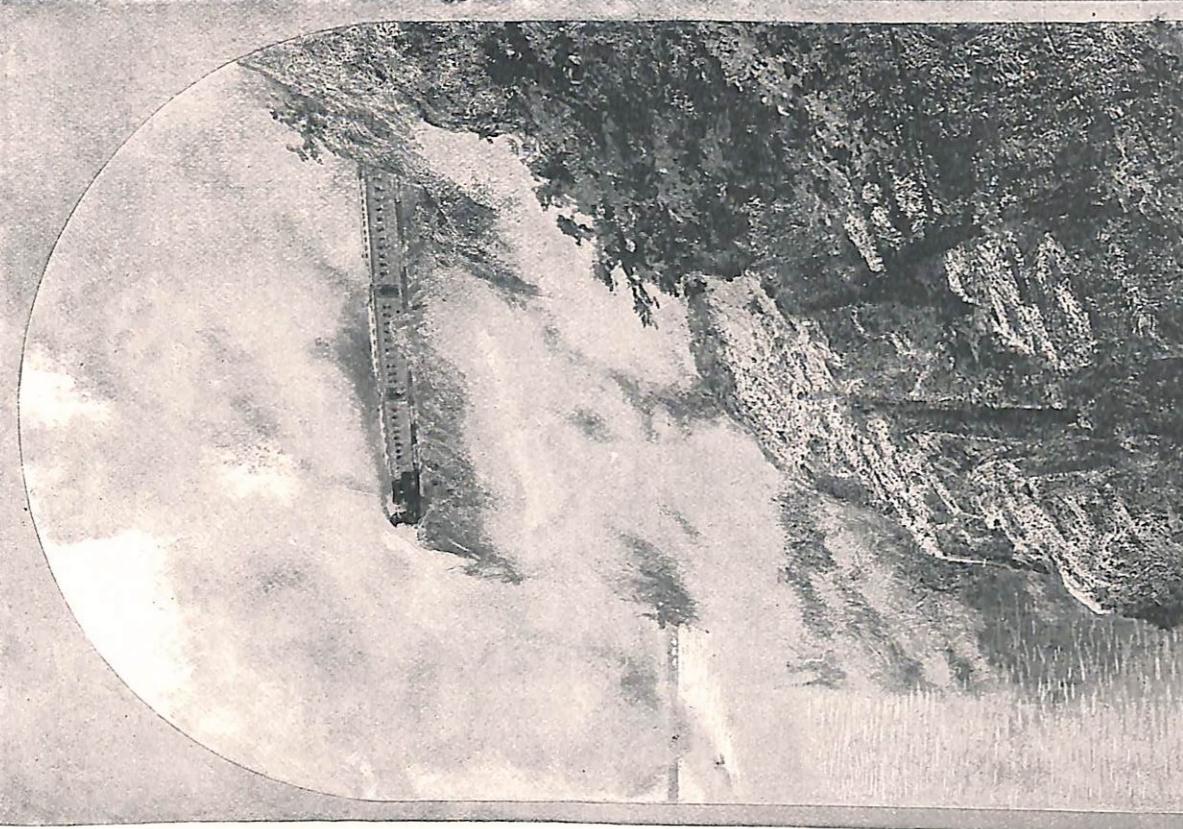
travelers from the west. In the immediate vicinity of Boston there are many places which would well repay a visit. Across the Charles river is the navy yard; at Cambridge a short distance away is the famous Harvard University, whose graduates are found in every part of the world.

Those who desire a dip in the old ocean, or an acquaintance with that typical New England institution, a clam-bake, will find scores of places within a short ride of the city where their wish can be gratified.

**A Dip in  
Old Ocean**



NOTRE DAME CATHEDRAL, MONTREAL



ROUNDING THE CLIFF D. & H. R. R., LAKE CHAMPLAIN



HERISHING the pleasantest memories of Boston, at 6:00 p. m. Friday, August 30th, the special train will begin the homeward journey over the Fitchburg Railroad, passing through the Hoosac tunnel to Mechanicsville. Few of the many thousands who yearly travel through this "hole in the hill" have any idea of its magnitude. Work on the famous tunnel was commenced in 1851 and finished in 1873; its actual cost was \$20,241,842.31, and it enjoys the distinction of being the longest tunnel in the world. Its entire length is  $4\frac{3}{4}$  miles and is lighted with 1,250 incandescent electric lights. From Mechanicsville over the Delaware & Hudson Railroad the train proceeds to Saratoga.

Amid all the rivalry of the innumerable places clamoring for popularity as summer resorts, regardless of the ever-changing fickleness of the public, which has by turns stamped its approval now on one place and then on the other, fair Saratoga has reigned supreme as the queen of American summer resorts. Historic memories leading up to the establishment of American independence as enduring as time have been supplemented in more recent years by associations which have marked it as a summer capital where one is sure to find in the fullest degree a representation of the leading circles of wealth and refinement.

It would be impossible in this limited space to attempt to describe the beauties of this peerless resort. Those of the excursionists who take an early morning stroll about its well shaded streets and partake of its life-giving waters, will surely carry away with them the most pleasant memories.

Leaving Saratoga on Saturday morning at 8:00 o'clock, the homeward journey is resumed

The Hole  
in the Hill

Peerless  
Saratoga

**Historic  
Memories  
Cluster  
Here**

and an hour and a half's riding brings us to Caldwell. At Caldwell a steamboat is taken and we are soon gliding across the placid waters of Lake George.

While nearly every part of the great state of New York contains memories of a venerated past, few spots are invested with richer historical associations than this lake. On its calm bosom and along its indented shores many sanguinary battles were stubbornly fought. There were long years before Hudson ascended the American Rhine, when on Lake George the Indians quietly speared their fish. Then

came the decade when whistling arrows and the rattle of musketry disturbed the solitude of these hills and woods as the sturdy pioneers and crafty red men met in deadly combat. The struggles of the white man and the savage are over; both have mingled their blood with the crystal waters of the lake, and we see around us only that marvelous panorama of peaceful bays, wooded islands and rocky headlands which make us oblivious to the past and future, while we live in the enjoyment of the present.



AMONG THE THOUSAND ISLANDS, ST. LAWRENCE RIVER

A three hours' ride across Lake George brings us to Fort Ticonderoga, where, at 1:25 Saturday afternoon another steamer is taken for Plattsburgh, on Lake Champlain.

Lake Champlain, which runs within elongated and mostly narrow confines for 126 miles almost north and south, divides for this distance the states of New York and Vermont. South of Fort Ticonderoga, which is its southern terminus in a commercial sense, it is contracted between low and swampy shores appearing to the eye more like a river than a lake. Fort Ticonderoga, from which point the steamer leaves, is as indissolubly connected with America's history as any other point on the continent. Upon the summit of Mt. Defiance, which stands directly to the west of the railroad, Burgoyne, in July, 1777, planted his heavy battery and began the bombardment of the fort whose picturesque ruins still crown the summit of the rocky peninsula north of the steamer's pier. Continuing the journey up the lake, along whose rocky shores there were enacted so many scenes in the drama of American history, the steamer arrives at Plattsburgh at 7:00 p. m., and thirty minutes later we are aboard the special train speeding toward Montreal, which is reached at 10:00 o'clock Saturday night. One-half hour in Montreal and we are headed for Chicago, arriving there 10:30 p. m. Sunday, September 1st.



DEARBORN STATION, CHICAGO

**Lake  
Champlain**



**L**ong years will pass; locks that are raven will be silvered; men who are young will bow beneath the weight of declining years, but in the hearts of each will be treasured a vision whose lustre will never fade—the memory of the pleasures and glories of St. Bernard's trip to Boston.

While considerable space has been devoted to describing that part of the journey which will be made by water, it must be understood that the steamer trips are entirely optional. It is assumed that all of the excursionists will avail themselves of the opportunity to enjoy the rides on river, lake and sea, but if there are any who prefer to make the entire trip by rail they are at liberty to do so, and arrangements have been made to have them arrive in Boston as soon as the main body of the party which will come from Portland by steamer. The same rule will be observed when homeward bound. The excursionists who desire to omit the trip across Lake George and Lake Champlain will continue their journey on train and will be rejoined by the main body at Plattsburgh.



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CHICAGO